

Mails.



SINGAPORE, PENANG, COLOMBO,
ADEN, ISMAILIA; PORT SAID,
MALTA, GIBRALTAR, MARSEILLES,
BRINDISI, TRIESTE, VENICE,
PLYMOUTH AND LONDON;
HOMBAY, MADRAS, CALCUTTA
AND AUSTRALIA.
N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERSLAN
GULF PORTS, MARSEILLES,
TRISTE, HAMBURG, NEW YORK
AND BOSTON.
SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship RAVENNA, Captain E. Crews, with Mr. May, will leave Hongkong on the 25th June, bound for COLONBO, SUEZ CANAL and MARSEILLES, TOMORROW, the 25th June, at Noon. Cargo will be received on board until 4 p.m. Parcels and Specie (gold) at the Office until 4 p.m. on the day before sailing.

For further particulars regarding FREIGHT and PASSENGERS, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Book of Rates.

Passengers desirous of inquiring their baggage rates, apply on application at the Company's Office.

This Steamer takes Cargo and Passengers for MARSEILLES.

K. L. WOODIN,
Superintendent,
Hongkong, June 24, 1891. 1207

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES AND PORTS
OF BRAZIL AND LA PLATA;
LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY the 1st of July, 1891, at Noon, the Company's S.S. OXYUS, Commandant CHABONNEAU, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marsilles, and accepted in transit through Marsilles for the principal place of Europe.

Shipping Orders will be granted till Noon.

Garno will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 30th June, 1891. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. D. CHAMPEAUX,
Agent,
Hongkong, June 16, 1891. 1233

NOTICE.

A REGULAR MEETING of the above LODGE will be held in the FEE-MAN'S HALL, Zetland Street, on WEDNESDAY NEXT, the 1st July, at 8.30 p.m. precisely. VISITING BRETHREN are cordially INVITED.

Hongkong, June 24, 1891. 1205

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,

BRITISH GEMEA, ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK SEA & HALICO PORTS;

LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON SUNDAY, the 5th day of July, 1891, at 1 p.m., the Company's S.S. BAYERN, Captain T. McNeill, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at GIBRALTAR.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 4th July. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further particulars, apply to

MELCHERS & CO.,
Agents,

Hongkong, June 8, 1891. 1153

NOTICES TO CONSIGNEES.

GLEN LINE OF STEAM PACKETS
FROM ANTWERP, LONDON AND
SINGAPORE.

THE S.S. GLENGLY, having arrived from the above Ports, Consigned of Cargo by her are hereby informed that their Goods are being landed at their risk to the Godowns of the HONGKONG AND GODOWN COMPANY, Ltd., 1066, Limehouse, Bowdon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

Cargo remaining undelivered after the 24th instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damages and/or shortages later than the 1st July, otherwise they will not be recognized.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,
Agents,

Hongkong, June 16, 1891. 1223

Entertainments.

THEATRE ROYAL,

CITY HALL.

TO-NIGHT, 24th June,
The Popular Comedy of
'DAVID GARRICK',
in Three Acts.

MRS. POTTER, MR. BELLEV,
Assisted by MEMBERS of the
HONGKONG AMATEUR DRAMATIC CLUB.
Violet Gresham Mrs. POTTER
David Garrick MR. BELLEV.

Doors open at 8.30, to commence at 9 p.m.

Prices—\$2, \$1.

Box Plan at MESSRS. KELLY & WALSH'S

For the Convenience of Residents at the
Port, late TRAMS will run at 8.45 and a
quarter of an hour after the Performance.

T. V. TWINNING,
Business Manager,
Hongkong, June 24, 1891. 1237

THEATRE ROYAL.

Under the Special Patronage and in the
Presence of His Excellency MARCH-GENERAL
G. DIGBY BARKER, C.B.,
OFFICER ADMINISTERING THE GOVERNMENT.

TO-MORROW EVENING, 25th Inst.

M. B. G. E. C. MILN,
supported by

MISS LOUISE JORDAN & COMPANY,
IN
"JULIUS CAESAR."

Prices—\$2 and \$1. Plan at KELLY &
WALSH'S

Hongkong, June 24, 1891. 1260

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:—

CALCUTTA, British ship, Captain B.
Carland—Russell & Co.

M. G. WHARF, British barque, Capt.
W. H. Smith—Jardine, Matheson & Co.

NIWA, British barque, Capt. T. Norris

—Hang Lee.

OMEGA, British barque, Captain A. V.
Brown—Master.

VELOCITY, British barque, Captain R.
Martin—Chinese.

To-day's Advertisements.

NOTICE.

THE Undersigned have been appointed
AGENTS for Messrs. BARING
BROS. & CO., LTD., under their letters of
credit issued on account of the Russian
Government.

SHEWAN & CO.,
Hongkong, June 24, 1891. 1266

ZETLAND LODGE.

No. 525.

A regular MEETING of the above
LODGE will be held in the FEE-
MAN'S HALL, Zetland Street, on WED-
NESDAY NEXT, the 1st July, at 8.30
p.m. precisely. VISITING BRETHREN
are cordially INVITED.

Hongkong, June 24, 1891. 1268

Occidental & Oriental Steam-
Ship Company.

TAKING GROSS AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

PROPOSED SAILINGS FROM HONGKONG,
SATURDAY, JULY 18.
TUESDAY, AUGUST 11.
THURSDAY, SEPT. 3.

THE Steamer OCEANIC will be
despatched for SAN FRANCISCO, via
Yokohama on SATURDAY, the 18th
July, 1891, at 1 p.m., connection being
made at Yokohama, with Steamer from
Shanghai and Japan Ports.

RATES OF PASSAGE
From HONGKONG, FIRST CLASS.

From San Francisco, VINTAGE.

From New York, WESTWARD, PORT
TOWN, \$225.00

To Havre and Hamburg, \$345.00

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of Steamers.

Special rates (first class only) are granted to
Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services to
European officials in service of China
and Japan, and to Government officials.

Passengers by this Line have the option of
proceeding Overland by the Southern
and connecting Lines, Central Pacific,
Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Proprietary
return tickets to San Francisco will be
issued at following rates:—

4 months \$337.50

12 months \$693.75

Time is reckoned from date of issue to
date of re-embarkation at San Francisco.

Passenger, who have paid full fare, re-
embarking at San Francisco for China, or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to those from China
and Japan to Europe.

All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office until 5 p.m. the
day previous to sailing.

Optional Insurance to accompany Cargoes
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Offices, addressed to the Collector
of Customs, San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 72 Queen's Road Central.

J. S. VAN BUREN,
Acting Agent.

Hongkong, June 24, 1891. 1264

Notices to Consignees.

GLEN LINE OF STEAM PACKETS
FROM ANTWERP, LONDON AND
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Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,
Agents.

Hongkong, June 16, 1891. 1223

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

The Co.'s Steamship
Nanoo, Capt. Gommans, will be
despatched for the above
Port, the 26th instant, at Noon,
instead of as previously advertised.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.,
General Managers.

Hongkong, June 24, 1891. 1233

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship
Harlong, Captain Roach, will be
despatched for the above
Ports on FRIDAY, the 26th instant, at Noon,
instead of as previously advertised.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.,
General Managers.

Hongkong, June 24, 1891. 1264

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General Managers.

Hongkong, June 24, 1891. 1264

THE CHINA MAIL

Two members of the bar, three reporters and half-a-dozen witnesses were put to a severe test of patience in the Supreme Court this morning, having to wait half-an-hour for the Judge in a case set down for hearing at ten o'clock. The fact that his Lordship did not appear at the end of the half-hour was the last straw which broke the camel's back, and the result was that the meeting broke up in indignation, the solicitors in the case arranging to take the case another day. His Lordship, we are glad to hear, turned up safe and sound somewhat later in the day, having presumably only been detained by the heavy rain in the morning.

The Acting Secretary of the Balmoral Gold Mining Company, Limited, informs us that the following telegram was received from the Company's Secretary, now on a tour of inspection, dated from the Mine at Mount McDonald, N.S.W., viz.:—
After making

searching examination, Mr Seaver's report details his former one in nearly every detail, and in addition he says, through gross mismanagement (the mine) has not yet been successful, the necessary work for developing the mine has not been done. Mr Seaver's report contains remarks as to the machinery which are favorable. By a small expenditure (we can) provide all that is necessary for required alterations. It will be necessary to organize afresh. In order to (be able to) put a stop to work (we) must first have the money for wages, causing additional expense unless you remit. The Pricer sent to Footscray are not yet treated; explanation by letter.

Various suggestions have been made for the stoppage of share gambling by the opponents of Mr Kewick's bill. Mr Mackintosh would place a differential tax on share contracts, the tax on unnumbered contracts to be much higher than on numbered. The plan seems based on the principles of those at Home who maintain that the best way to stop the drink traffic is to increase the duties on liquor. Experience has not shown that heavy taxes are an effectual check on the consumption of liquor, and we are afraid Mr Mackintosh's tax would have 'little effect, unless it were made very heavy and strictly exacted, in which case the remedy would prove far more drastic than Mr Kewick's measure. But the scheme which is most favoured is the one openly put forward by the Brokers' Association. It is briefly this. Let brokers be compelled to take out a license and let no one be granted a 'license' who are not members of an Association whose rules are approved by the Government, those rules to include the prohibition of signing for the concern and probably a limitation of time for forward contracts. There is a great deal to be said in favour of this scheme and it might be worth a trial. We should have much preferred, however, if the voluntary un-licensed association that now exists had shown some desire to stop the abuses they deplore. The value of stock exchanges at Home lies in the prohibition by them of such abuses as are complained of here. If the brokers of Hongkong have not enough moral stamina in them to stop the practice of signing for the concerned, what guarantee is there that a close corporation such as would be created, were the scheme sanctioned, would not tolerate nearly as great abuses as now exist? We regard all compulsory legislation with aversion, but it is sometimes necessary. And if, in this case, on account of the failure of voluntary action, legislation has to be resorted to, the simple direct measure now before the Legislative Council seems preferable to all the roundabout alternative schemes.

The Sanitary Board will meet to-morrow. The following are the orders of the day:

1. The Certain Superintendent of Police will move: That return be made up of the various Buildings, Works, additional Officers or Servicemen recommended by the Sanitary Board during the three years ended the 16th June, 1891, together with the estimated cost of the same.

2. Draft Circular concerning the licensing of Common Lodging-houses.

Agenda.—1. Letter from Honourable Colonial Secretary concerning monthly analysis of the waters from the Taitan and Puk-fu-lam Reservoirs.

2. Letter from Honourable Colonial Secretary concerning nine new public latrines.

3. Mortality Returns for weeks ended the 18th and 25th June, 1891.

When the telegrams reached Tokyo announcing a wide-spread outbreak of plague among foreigners had arisen in China, it was stated that five Japanese steamers were at once ordered to hold themselves in readiness to proceed to a moment's notice to Shanghai. It is evident that were not actually detached thitherby a route so chosen as to afford an opportunity of recalling them on the way, about the need of their presence have disappeared. This fact suggests the greatest additional security which may be derived by foreigners from the proximity of Japan. Of course the Japanese Government would be extremely reluctant to take any action suggesting doubt of the competence of the Chinese Authorities to protect foreign life and property within the territories of the Middle Kingdom. But circumstances may easily be conceived in the presence of which the same obligation would devolve upon Japan as upon any other foreign power, and we may believe that she could not shrink from discharging her duty. In the event of the apprehensions being realized as to the revolutionary character of the Chinese, and the safety of foreign ports, they might be seriously imperilled, and the presence of four or five thousand Japanese troops—a force that could be dispatched at a few hours' notice—might be as welcome to the local authorities as it certainly would be to the foreign residents.

We sincerely trust that such contingencies entirely remote, but it is not altogether safe to refer to them—Japan Mail.

The Japan Herald hears that Mr Walter Denning, the late Editor of the Japan Gazette, has commenced a suit against the Directors of the Yokohama Publishing Company for wrongful dismissal, and to recover heavy damages for balance of salary claimed to be due to him from the Company. It is one that he vacated a Government situation, in Tokyo at the request of Mr Lowell, the Chairman of the Company, and a four years agreement was entered into with him. Mr Denning was to edit the Japan Gazette, we are given to understand, for a salary of \$500 per month, equivalent to \$24,000 for the term of which, he has been paid the sum of \$22,550, and he sues for the balance, viz., \$2,450. The agreement referred to is said to contain a most singular clause to the effect that in the event of the concern coming to grief, the plaintiff in that case should be entitled to half salary for the unexpired balance of the term. On behalf of the defendants, as was stated in a former issue, the services of Messrs. Litchfield and Walford have been retained; for the plaintiff Mr Tison, of Tokyo, has been engaged. The case is exciting a considerable amount of interest.

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We sincerely trust that such contingencies entirely remote, but it is not altogether safe to refer to them—Japan Mail.

Two silk-shops were broken into by bands of rowdies in Nanking, and were plundered to the extent of several thousand dollars worth of raw silk, beads, &c. ready to sell. In both cases the cashiers who had charge of the incidents were severely wounded by the rowdies. Some of the latter have since been captured, and it is said that the authorities will hold them as soon as they are convicted, without waiting for the autumn assizes. Quick and decisive punishment always has good effects on the criminal classes.

From our Kube contemporary the *Egyptian*, we learn that on the 8th instant, Messrs Hughes, Kullmann, Colgate & Co., and two others formed a deputation to wait upon Governor Hayashi to consult as to the possibility of removing horses required for the institution of Koto, on lines similar to those which have been so successful at Yabashima. Their reception was most courteous, and Governor Hayashi promised to do all in his power to further the movement. An attempt will be made to get a piece of land of a suitable nature, and to rent it as a race-course. The committee will comprise foreigners and Japanese, and it is thought that there will be ample support for a really good club.

CHINA & MANILA STREAMSHIP CO. LIMITED.

An extraordinary general meeting of the shareholders of this company was held today. There were present: Messrs. D. Gillies, J. H. Cox, J. B. Coughrie, F. Shaw, D. Gabby, O. A. Toms, W. H. Ray, T. Arnold, M. M. da Rosa, S. I. Danby, G. H. Potts, W. S. Taylor, Ho Fuk. Mr D. Gillies took the chair, on the motion of Mr J. H. Cox, seconded by Mr G. H. Potts.

The Chairman said:—Gentlemen.—Messrs Russell & Co., having failed and executed an assignment for the benefit of their creditors, ceased to be qualified to hold the General Management of the Company; the appointment therefore became vacant and as you are aware on the 10th inst. a private meeting of the shareholders was proposed and passed:—First—that that meeting should be adjourned until the 20th instant, to allow the Committee to approach the shareholders for the reduction of the capital. It is the half the head of a pack animal to get the other half to the stable and the animal back again. These facts and the need of an adequate remedy have been pressed upon the high authorities, yet nothing has been done to prevent a like condition of things in similar circumstances. True, a better road has been made through the pass, but still the pack mule and half natives exist and thousands of men would perish daily, should a similar disaster occur again. During the flood of 1870-72 we had a similar state of things about us to that which exists now. Time and again has it been urged upon these in power that such calamities might be brought within control if not absolutely prevented, but here we are twenty years later, in the same conditions of suffering and death.

N. C. Daily News.

This concluded the meeting.

knowledge they have of the business of the China and Manila Steamship Co., if we invited them to our General Managers, and I propose that we do so.

Mr Danby seconded, and the motion was unanimously carried.

The Chairman—I think I have already remarked that it would be advisable if two of the shareholders who appointed to consult with the company's solicitors and draw up the necessary resolutions for that amendment of the articles of association.

Mr Shaw proposed that the temporary managers should, in conjunction with the company's solicitors, draft up the resolutions and submit them to Messrs Gillies and Cox for consideration, calling them to a general meeting of shareholders.

Mr G. H. Potts seconded and the motion was unanimously carried.

The Chairman said it might not be advisable to make public what steps had been taken to recover the \$40,000 of outstanding freight that had been referred to, but he might mention the fact that steps had been taken and it was hoped that a considerable portion of the amount would be recovered.

Mr Shaw said that we were already certain of \$10,000 of it not yet arrived, by the time to recover a great deal more.

Mr Danby asked whether it was not possible to recover the whole amount.

Mr Shaw said they might recover all.

Mr Arnold proposed that the accounts up to the date at which the company's business was taken over by Messrs Shaw & Co. should be made up as soon as possible and audited and circulated amongst the shareholders.

Mr J. B. Coughrie seconded and the motion was unanimously carried.

Mr Arnold called attention to the fact that the original fee for the Consulting Committee was \$2,000, but in 1889 it was reduced to \$5. He was present at the meeting at which this was done, being appointed by Mr Danby.

Mr Danby said that he had been requested to have a talk with the Committee for the reduction of the fee, and he did not know the reason for the reduction; but he was master of fact the Committee for the last two years had got \$100.

Mr Shaw explained that it was at a meeting subsequent to the one referred to by Mr Arnold it was resolved that it should be left to the General Managers to fix the fees.

The reason for the reduction in 1889 was that the company was not doing very well, and the auditors fees were reduced at the same time.

This concluded the meeting.

KOWLOON TRADE REPORT, FOR 1890.

LOCAL TRADE.

The value of the whole trade which passed through the Kowloon Customs Stations in 1890 shows a marked increase over that of any previous year recorded, having been \$2,152,600 from the general fund, and \$1,468,39 from the American Board fund, which with the balance \$1,422,77 makes a total sum above of \$12,984,76, the amount received from the Bank.

Mr. Shaw took the chair, on the motion of Mr J. H. Cox, seconded by Mr G. H. Potts.

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KOWLOON TRADE REPORT, FOR 1890.

LOCAL TRADE.

The value of the whole trade which passed through the Kowloon Customs Stations in 1890 shows a marked increase over that of any previous year recorded, having been \$2,152,600 from the general fund, and \$1,468,39 from the American Board fund, which with the balance \$1,422,77 makes a total sum above of \$12,984,76, the amount received from the Bank.

Mr. Shaw took the chair, on the motion of Mr J. H. Cox, seconded by Mr G. H. Potts.

This concluded the meeting.

(b.) Exports show—an increase in the aggregate, the most noticeable advance being in White Raw Silk, which increased from 2,000 piculs in 1889 to 3,000 piculs in 1890. Silk Piece Goods have also advanced (by nearly 30 per cent. in value), the same may be seen in the case of Linen, Fans, Bird, Fringe, Fire-crackers, Gravestones, Medallions, Paper, Fresh Provisions, and Brown Sugar. On the other hand, Bamboo Ware, Chinaware Clothing, Glassware, Mats, Samson, Wild Silk, White Sugar, and Tobacco have fallen off.

The balance of the report will be given to-morrow.

THE FERMENT IN THE NORTH.

USURPATION AT MOUKDEN.

(Shanghai Mercury Correspondent.)

Altdudon, 16th June, 1891.

The Chinese are in many respects the most homogeneous of people. A violent pulse-beat at the extremes of the nation is felt everywhere throughout the country. The Wu-hu riot is not known in all the provinces, and will form a precedent in places

Mails.
CANADIAN PACIFIC RAILWAY COMPANY.
PROPOSED SAILINGS FROM HONGKONG, 1891.
(SUBJECT TO ALTERATION.)

<i>Empress of India</i>	Tuesday	June 30th.
<i>Empress of China</i>	Tuesday	July 28th.
<i>Empress of Japan</i>	Tuesday	August 5th.

THE Steamer IMPERIAL OF INDIA, Capt. O. P. MARSHALL, R.N.R., sailing at Noon on TUESDAY, the 30th June, with Her Majesty's Mail will proceed to VANCOUVER, via SHANGHAI, INLAND SEA, KOBE & YOKOHAMA.

RATES OF PASSAGE.
From HONGKONG, FIRST CLASS.
To Vancouver, Victoria, Esquimalt, New Westminster, Port Townsend, Seattle, Tacoma, San Francisco, Portland, (O.), San Francisco, (Cal.). \$225.00

To British Columbia \$255.00
To Victoria \$275.00
To Minneapolis, St. Paul, Duluth \$285.00

To Chicago, Kansas City, St. Louis, Milwaukee \$295.00

To Detroit, Cincinnati, Cleveland, Columbus, Hamilton, London, (Ont.), Toronto, Niagara Falls \$305.00

To Kingston, Ottawa, Montreal, Quebec, New York, Albany, Troy, Rochester, Baltimore, Philadelphia, Pittsburgh, Washington, Boston, (Md.) Halifax, St. John \$310.00

To Liverpool, and London \$325.00
To Hamburg and Bremen \$345.00

To Havre and Hamburg \$355.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Return Tickets.—First and second class only.—Prepaid return tickets to Pacific Coast Points, and to Eastern and Interior Points of Canada and U.S.A. will be granted available for:

12 months at 20 per cent. of Return Fare
4 " 50 per cent.
(Tunc is reckoned from the date of issue to date of reembarkation at Vancouver.)

Passenger to Pacific Coast Points and to Interior Points of Canada and U.S.A. not holding prepaid return tickets, but who re-embark at Vancouver within 12 months from date of issue of original ticket, will be allowed 10 per cent. off the return fare.

Prepaid return tickets to Liverpool and London will be issued available for 12 months at \$650 or for 4 months \$575.

Cargo.—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

CONSULAR INVOICES of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. Brown, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B.C.

PARTS must be sent to our office with address marked in full by 5 p.m. on the day previous to sailing.

For further information as to Passage, and Freight, apply to

DODWELL, CARLILL & CO., Agents.
Hongkong, June 4, 1891. 1124

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG, City of Peking, TUESDAY, July 7. City of Rio de Janeiro, THURSDAY, July 30. China, SATURDAY, Aug. 22.

THE U. S. Mail Steamship CITY OF PEKING will be despatched for SAN FRANCISCO, and YOKOHAMA, on TUESDAY, the 7th July, at 1 p.m., taking Passengers and Freight to Japan, the United States, and Europe.

RATES OF PASSAGE.
From HONGKONG, FIRST CLASS.

To San Francisco, Vancouver, Victoria, British Columbia, New Westminster, Port Town, \$225.00

and Seattle, Tacoma, Portland, (O.), San Francisco, (Cal.). \$255.00

To Liverpool and London \$325.00
To Paris and Bremen \$345.00

To Havre and Hamburg \$355.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return ticket to San Francisco will be issued at following rates:

4 months \$337.50

12 " \$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers who have paid full fare reckoning at San Francisco for China or Japan, and to Japan, within one year will be allowed a discount of 10% from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

Through Bills of Lading issued for transportation to Yokohama, and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Particulars will be received in the office until 6 p.m. same day, all Particulars will be marked to address in full; value of same is required.

Consular Invitations to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central, J. S. VAN BUREN, Acting Agent.

Hongkong, June 11, 1891. 1178

Insurances.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & CO.
Agents.

Hongkong, July 15, 1887. 1340

Intimations.

NOTICE.

HONGKONG AND WHAMPoa DOCK COMPANY, LIMITED.

SHIPMasters and ENGINEERS are respectfully informed that, if their arrival in this Harbour, NONE of the Company's VESSELS should be at hand. Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Under-signed is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, August 14, 1890. 1455

Intimations.

THE MOUNT AUSTIN HOTEL
NOW OPEN.

A SELECT FAMILY and RESIDENTIAL HOTEL, situated 1,400 feet above the sea level, commanding on the one side a grand view of the Harbour, with the Mountain in the distance, and on the other of hills and mountains, with the sea beyond dotted with islands as far as the eye can see, surrounded by extensive promenades and pleasure grounds, including three good Tennis Courts. The Mount Promenade alone is nearly an acre in extent.

The Hotel is replete with every accommodation for Families and Gentlemen.

The Manager, Mr. ROBERT INFERWOOD, will be assisted by an Efficient Lady Staff, and the Hotel will be conducted upon the best English system. The accommodation comprises a spacious Dining Hall, Private Dining Rooms, Drawing, Reading, Smoking, Grill, Billiard, and Private Sitting Room, with Fifty-four Bed-rooms each provided with separate Bath-room and every convenience.

Transit Tickets will be supplied to Visitors at Reduced Rates.

For Terms apply to the SECRETARY, at the COMPANY'S OFFICE, 33 and 40, Queen's Road Central, Hongkong.

Hongkong, June 1, 1891. 1406

CHAS. J. GAUFF & CO.,
Chromestere, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND
METHEOELOGICAL INSTRUMENTS.

VOETLANDER'S CELEBRATED
BINOCULARS AND TELESCOPES.

RITZIE'S LIQUID AND OTHER COMPASSES,
ADMIRALY & IMRAY CHARTS,
NAUTICAL BOOKS,

ENGLISH SILVER & ELECTRO-PLATEDWARE,
CHRISTOFLE & C. ELECTRO-PLATEDWARE,
GOLD & SILVER JEWELLERY
in great variety.

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AND
DIAMOND JEWELLERY.

A Splendid Collection of the Latest London
PATENTs, at very moderate prices. 742

CONTENTS:

The Yang-tse Gorges and Rapids in Hu-pei.
The Rapids of the Upper Yang-tse.

The "Vado-mecum" of the Traveller
through the Gorges of the Great River.

Special Observations.

A Journey in North Shu-chuan.

Nan-ch'uan and the Kung-t'an River.

Up the Kiu-ling River.

The Great Salt Well.

North Kwei Chou.

The Wilds of Hu-peh.

Shu-chuan Plants.

Orders for Copies will be received by

Mr. LANE, CRAWFORD & CO., and

Messrs. KELLY & WILSON, Limited.

SHARE LIST.—QUOTATIONS.—JUNE 21, 1891

Stocks	No. of Shares	Value	Paid-up	Closing Quotations, Cash.
MAN. & SH. and Shanghai Bank Corp.	60,000	\$ 125	all	167 1/2 per cent.
" "	20,000	\$ 125	125	165 1/2 per cent.
Bank of China, Japan and Straits, Ltd.	99,875	£ 1,250	£ 125	181 1/2 per cent.
" "	1,250	£ 125	£ 125	181 1/2 per cent.
MARINE INSURANCES.				
China Assurance Office Co., Ltd.	10,000	\$ 250	\$ 115	60 1/2 per cent.
China Traders' Insurance Co., Ltd.	24,000	\$ 83.33	\$ 62	62 cent.
Chinese Insurance Co., Limited.	1,500	\$ 1,000	\$ 200	nominally
North-China Insurance Co., Ltd.	5,000	\$ 200	\$ 60	260
Straits Insurance Co., Ltd.	30,000	\$ 10	\$ 2	215
Union Insurance Society Co., Ltd.	10,000	\$ 260	\$ 25	289
Yangtze Insurance Association, Ltd.	8,000	\$ 100	\$ 10	218
YAPAN INSURANCES.				
China Fire Insurance Co., Ltd.	20,000	\$ 10	\$ 2	692 buyers
Hongkong Fire Insurance Co., Ltd.	8,000	\$ 50	\$ 50	505
Strata Fire Insurance Co., Ltd.	30,000	\$ 10	\$ 2	315 sales
YAPAN AND MARINE INSURANCES.				
Singapore Insurance Company, Ltd.	10,000	\$ 1	\$ 1	\$ 9
Books.				
China & Manilla B. S. Co., Ltd.	5,000	\$ 50	\$ 50	102 1/2 per cent.
Douglas Steamboat Co., Limited.	40,000	\$ 50	\$ 50	848 sales
K. C. & M. S. C. M. Steamboat Co., Ltd.	50,000	\$ 10	\$ 10	25 1/2 per cent.
Indo-China S. N. Company, Limited.	50,000	\$ 10	\$ 10	25 1/2 per cent.
Steam Launch Company, Limited.	2,000	\$ 50	\$ 50	par, buyers
SHARPS.				
China Sugar Company, Limited.	15,000	\$ 10	\$ 10	318
Luzon Sugar Company, Ltd., t.d.	7,000	\$ 10	\$ 10	386
H. K. & Wharf & Godown Co.	20,000	\$ 50	\$ 50	833, cash
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited.	50,000	\$ 10	\$ 10	585
Kowloon Land and Building Com- pany.	6,000	\$ 50	\$ 50	3017, sales
Peak Building Company.	1,000	\$ 10	\$ 10	76
Richmond Town Building Co.	1,000	\$ 10	\$ 10	200
Shanghai Land Company, Limited.	12,500	\$ 5	\$ 5	4,631, nom.
YAPAN.				
H. K. High-Level Tramways Co., Ltd.	1,200	\$ 10	\$ 10	660
Planting, ETC.				
China-Borneo Company, Limited.	7,500	\$ 10	\$ 10	517, cash
Lubuk Planting Co., Limited.	5,000	\$ 50	\$ 50	522, cash
H. G. Brown & Co., Limited.	6,000	\$ 50	\$ 50	561, buyers
HOTELS, ETC.				
Austin Arms Hotel and Building Company, Limited.	4,000	\$ 50	\$ 50	